



Hood Canal Bridge News

Retrofit and East-Half Replacement Project

Summer 2003

Hood Canal Bridge construction gets rolling

The Washington State Department of Transportation awarded Kiewit-General of Poulsbo a \$204 million contract to replace the east half and repair the west half of the 42-year-old SR 104 Hood Canal Bridge.

Kiewit-General's bid was the lowest of three bids opened by WSDOT on June 18. Kiewit-General is a joint venture featuring two firms with extensive experience working on WSDOT projects.

Kiewit-Pacific is part of a joint venture now building the Tacoma Narrows Bridge. General Construction has experience build-

ing past Washington floating bridges.

"We are looking forward to working with Kiewit-General," said Ron Lewis, senior project manager. "Both parties, WSDOT and Kiewit-General, are anxious to begin the project."

Construction work could begin by the end of July, following execution of the contract documents.

The bridge remains open and operational during most phases of the 3-1/2 year construction project, but there will be an 8-week closure to install the new east-half floating

structure in May and June 2006.

When finished, the Hood Canal Bridge will have a new east-half floating section, new approach sections and transition trusses on the east and west ends. In addition, the west half of the roadway will be widened to allow for continuous 8-foot shoulders across the entire length of the bridge – matching the new east half.

For more information on the SR 104 Hood Canal Bridge project, visit www.hoodcanalbridge.com.

WSDOT and community working to restore former and future Southpoint ferry site

Long before the Hood Canal Bridge was constructed, people relied on the ferry service between the South Point and Lofall ferry landings to carry them across the canal. The ferry route stopped operating in 1961 when the bridge was constructed.

Other than brief service following the 1979 sinking of the Hood Canal Bridge's west half, the ferry route faded from local memories. The WSDOT even sold the ferry terminal properties in the early 1960s after the bridge was completed. The department leased the property briefly in the early 1980s while the bridge's east-half was rebuilt.

Now that construction of Hood Canal Bridge replacement and retrofit project is breaking ground, the ferry route is again being revived – this time to haul local residents from South Point to Port Gamble. The passenger-only ferry service will run for eight weeks



Kelle Cooper of Southpoint, joined by her dog Ernie, is working with WSDOT to clean up the future passenger ferry landing. Cooper's baby, due later this year, will be nearly three by the time the temporary passenger ferry service starts its 8-week run in May 2006.

'WSDOT has acted as responsible, cooperative good neighbors.'

- Kelle Cooper
Southpoint Neighbor

Please see more **SOUTHPOINT** on page 3

Ready to break ground?

The Hood Canal Bridge project team hosts groundbreaking ceremonies at the Port Angeles graving site Aug. 6, and at the bridge site Aug. 16. For more information contact the **Hood Canal Bridge Project Office** at (360) 874-3000 or via E-mail at orfeedback@wsdot.wa.gov

WSDOT saves millions in HCB pontoon costs

The old adage that one's junk is another's treasure held true in the recent sale of Hood Canal Bridge pontoons, saving Washington taxpayers millions in disposal costs.

The 12 pontoons were auctioned, sealed-bid style, and awarded to three separate buyers. One buyer, Lee Sebring of Seattle, said he does not have a direct use for the pontoon section he bought, but thinks he can find somebody who needs it.

"I'm in the tug and barge business," said Sebring. "Right now I am looking for people who have a need for very large breakwater."

Sebring said the most logical market for the pontoons is in South America. He said that by putting the word out he has been approached by two separate organizations in Canada, one in Mexico, and another in Central America. Tourist areas such as Costa

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Uniquely Northwest

Washington State is home to many of world's amazing floating bridges

The Hood Canal Bridge is more unique than one might think. Floating bridges are rare worldwide, yet four reside in Washington State.

A man named Homer More Hadley masterminded the first permanent floating bridge in the state, the Lake Washington Bridge. An expert in concrete use, Hadley envisioned a floating roadway supported by hollow concrete barges. Though he suggested the use of a floating bridge across Lake Washington in 1920, it was not until the 1930s that other engineers took his idea seriously and the funding was approved. The bridge, which carries I-90 over Lake Washington, opened July 2, 1940 and was the largest floating object in the world at the time.

The bridge amazed those who scoffed at his idea and projected traffic volumes of the bridge far exceed what anyone had imagined. In fact, bridge tolls were only in place for nine years after its opening – years ahead of schedule.

In 1967 The Lake Washington Bridge was re-named the Lacey V. Murrow Memorial Bridge, in honor of the State Department of Highways Director – brother of the famous radio and television journalist, Edward Murrow.

In 1960 a reversible lane system was installed, allowing three lanes in one direction of travel and one for Seattle bound cars. Each morning, reversible lane installation reversed.

The Hood Canal Bridge was the second floating bridge constructed in Washington. The bridge opened August 12, 1961 allowing SR 104 to carry motorists from the Olympic Peninsula to the Kitsap Peninsula and the Kingston ferry landing – connecting

| Bridge | Lacey V. Murrow | Homer Hadley | Albert D. Rosellini | Hood Canal Bridge |
|-----------------------------------|--|------------------------------|--|-------------------------|
| Other names | Lake Washington Floating Bridge, I-90 Bridge | Third Lake Washington Bridge | Evergreen Point Bridge, SR 520 Floating Bridge | William A. Bugge Bridge |
| Location | Seattle – I-90 | Seattle – I-90 | Seattle – SR 520 | Hood Canal – SR 104 |
| Year Opened | 1940 | 1989 | 1963 | 1961 |
| Length | 1.7 miles (8981 ft) | 1.8 miles (9559 ft) | 2.34 miles (12,404 ft) | 1.5 miles (7866 ft) |
| Average daily traffic | 61,500 | 61,500 | 100,000 | 13,300 |
| Original Construction Cost | \$8.9 million | \$97 million | \$34 million | \$27 million |

Jefferson and Kitsap counties. The Hood Canal Bridge was named in honor of William A. Bugge by the Washington Highway Commission at the request of the Washington State Senate on July 12, 1977.

William A. Bugge was director of the Department of Highways from 1949 to 1963, and was a leader in the planning and construction of the bridge.

A severe storm with winds of 85 mph and gusts of 120 mph sunk the west half of the bridge 18 years later. Residents on each side of the peninsula were forced to drive around or rely on ferry service until the bridge reopened in 1982.

Unlike the other floating bridges, the Hood Canal Bridge is the longest floating bridge across salt water and accommodates up to 15.5 feet of tidal fluctuations.

The Evergreen Point Bridge (now named for Governor Albert D. Rosellini) opened in August 1963 as the third floating bridge constructed in the state.

The bridge carries SR 520 motorists from Montlake to Evergreen Point. The bridge boasts the longest floating span in the world.

Increasing traffic volumes prompted the construction of a second I-90 bridge over Lake Washington. Opening in 1989, the bridge parallels the Lacey V. Murrow Memorial Bridge and is named the Homer M. Hadley Memorial Bridge.

The bridge consists of four mainline lanes and three reversible lanes and to date, is the widest floating bridge in the world.

In 1990, the Lacey V. Murrow Bridge partially sank during rehabilitation.

Luckily, unlike the Hood Canal Bridge, the Albert Rosellini Bridge was fully functional so motorists still had access across the lake. A replacement bridge was constructed three years later.

The Hood Canal Bridge Summer 2003 Update is published by the Washington State Department of Transportation's Olympic Region.

For more project information, contact:
WSDOT Port Orchard Project Office
8293 Spring Creek Rd.
Port Orchard, WA 98367-8192
Phone: (360) 874-3000
E-mail: orfeedback@wsdot.wa.gov

Additional project information is available on-line at
www.hoodcanalbridge.com.

Traffic information for the SR 104 Hood Canal Bridge is available by calling 1-800-419-9085. Weather and roadway conditions are available on-line at www.wsdot.wa.gov/traffic.

On-line bridge and peninsula resources:

Hood Canal Bridge Project

www.hoodcanalbridge.com

Jefferson Transit

www.jeffersontransit.com

Clallam Transit

www.clallamtransit.com

Kitsap Transit

www.kitsaptransit.org

General government information

www.access.wa.gov



Southpoint

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in May 2006 as part of WSDOT's effort to mitigate the impacts of the planned two-month bridge closure.

Kelle Cooper, a South Point resident, is pleased the department has reacquired the property and she is fine with the idea of a passenger-only ferry landing next door to her home. She said what the neighborhood is gaining through the refurbishment of the ferry landing far surpasses any inconveniences that may arise during the 8-week ferry run.

"The Washington State Department of Transportation has acted as responsible, cooperative, good neighbors," said Cooper.

Since completing the purchase earlier this year, WSDOT maintenance crews have initiated efforts to clean up the abandoned, neglected area that became overgrown with weeds, and cluttered with debris. People were also trespassing to use the area for camping, crabbing, and boat launching.

"We experienced an influx of transients and illegal-type behavior that was taking

place on the state land," said Cooper.

Cooper contacted WSDOT and she said the department "acted quickly." WSDOT formed a team within the department and organized a community meeting to promote communication with the residents of South Point.

Together, the department and residents formulated a plan to eliminate trespassing and came up with a cost-effective team approach to cleaning up the area. The overall intention was to discourage trespassers by making the South Point terminal look occupied and cared for.

The plan consists of posting "no trespassing" and "no access" signs, washing and painting the structure that was historically used as a ticket booth and reception area for the South Point Ferry, removing boards from the structure's windows, mowing the grass, removing the rubbish and abandoned personal property, and removing a dilapidated diving platform that had beached itself next to the ferry dock. The department's landscape office has also been enlisted to plant a

laurel hedge in existing concrete boxes for screening and attractiveness. The former parking area will be secured with ecology blocks until security gates can be installed.

Residents of the South Point community formed a neighborhood watch. Signs were installed on their block warning trespassers the sheriff would be notified if the community detected suspicious behavior. Cooper said since the signs were installed, there has been a significant decline in people parking, camping and launching boats from the area.

"Years ago a tavern resided where our home now sits," said Cooper. "We used to have people peeping in our windows who had not been down here in 15 years and said they just wanted to see what happened to the old tavern."

Once the bridge is completed, WSDOT will designate the ferry landing for a public use but not a recreational one. It will probably be utilized for educational or environmental research. The immediate community will have input in the site's long-term development.

PA to see 'hole' lot of digging at graving facility

While the Hood Canal Bridge reaches the 1.5 miles between Kitsap and Jefferson counties, the most visible early construction activity will take place about an hour's drive away in Port Angeles.

Floating bridges function like a ship. The roadway is built upon a series of concrete pontoons that float despite their enormous size and weight.

The current Hood Canal Bridge project will replace the bridge's east-half requiring the construction of 14 new pontoons and the retrofit of three existing pontoons. And, to do that, the project will move a significant amount of material.

Kiewit-General, the project contractor, will build a large in-ground "graving" facility at a more than 20-acre Port of Port Angeles site to accommodate the construction of the new pontoons and new bridge anchors.

The graving facility's lower floor will be

60-feet deep, 460-feet wide by 170-feet long. The upper floor will be about 5-feet deep and 460-feet wide and 735-feet long.

Contractor equipment is expected to start work at the Port Angeles site in late July or early August.

Here's how to keep up on bridge activities

Drop a line to the HCB Project Office either via E-mail, orfeedback@wsdot.wa.gov or by phone at (360) 874-3000. We'll add your name to the project contact list. You will receive a copy of the quarterly newsletter and project updates as they become available.

The most up-to-date project information can always be found at www.hoodcanalbridge.com.

Pontoons

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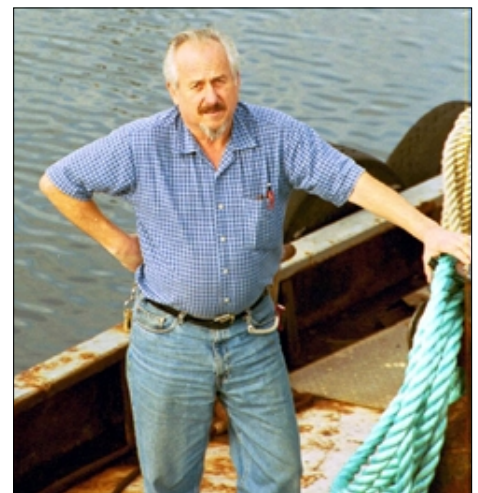
Rica are interested in pontoons to form floating breakwater and piers to serve cruise ships.

"If you have the right section of pontoons they're the perfect application," said Sebring.

Sebring stands to make a large profit from his pontoon purchase, which suits the Department of Transportation.

"No matter what the buyers of the pontoons profit they saved the department and taxpayers millions of dollars," said Delori Soukup, WSDOT right-of-way agent.

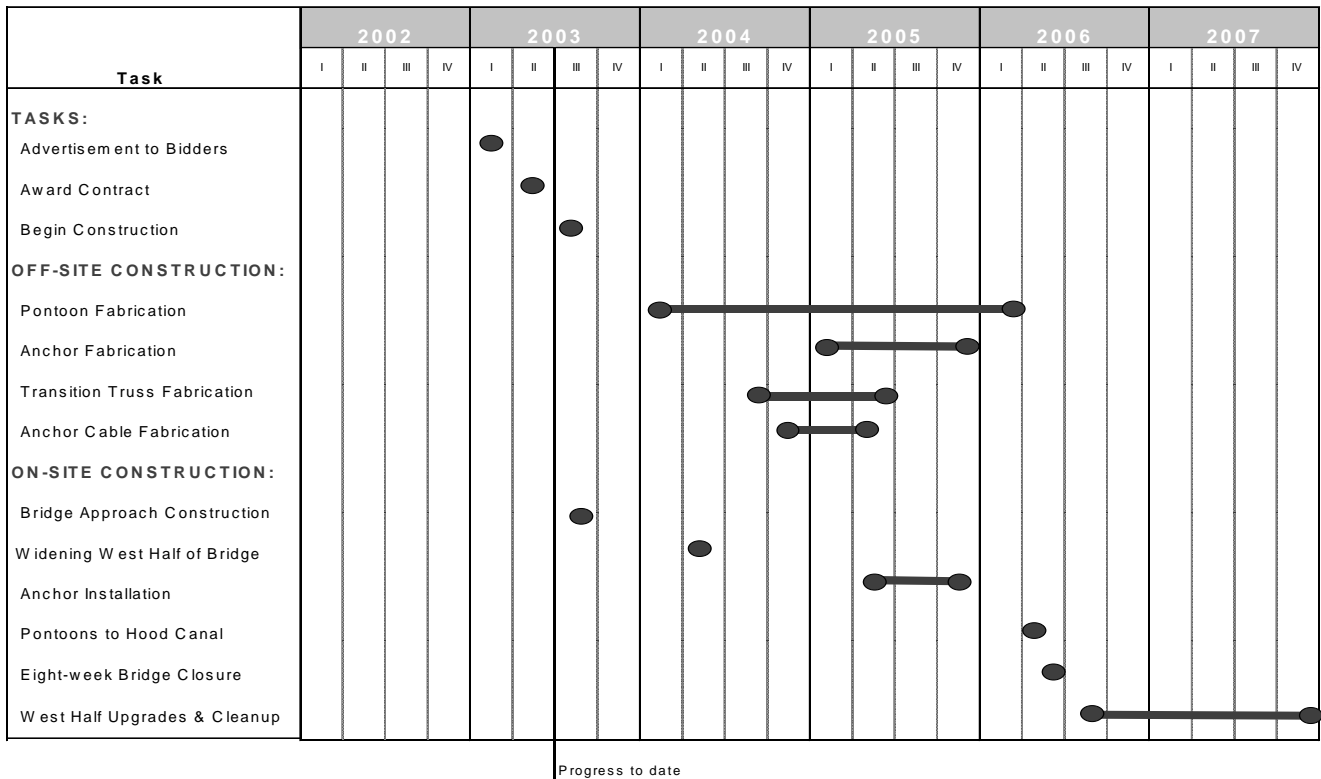
Soukup said it would have cost the department, and ultimately Washington State citizens, \$9.2 million for removal and disposal of the pontoons.



Lee Sebring owns the ultimate Hood Canal Bridge souvenir, a bridge pontoon. He'll take delivery in 2006 after the new east-half bridge section is installed.

HOOD CANAL BRIDGE EAST-HALF REPLACEMENT PROJECT

Summary Schedule



Washington State Department of Transportation

Hood Canal Bridge Retrofit and East-Half Replacement Project
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